

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE: March 31, 2014

Project Name: The Enclave at Bridle Ridge

Project Number: LUA14-000241, ECF, PP

Project Manager: Jill Ding, Senior Planner

Owners: Sally Lou Nipert, 14004 156th Avenue SE, Renton, WA 98059
G. Richard Ouimet, 2923 Maltby Road, Bothell, WA 98012

Applicant/Contact: Justin Lagers PNW Holdings, LLC, 9675 SE 36th Street, Suite 105, Mercer Island, WA 98040

Project Location: 14038 156th Avenue SE, Renton, WA 98059

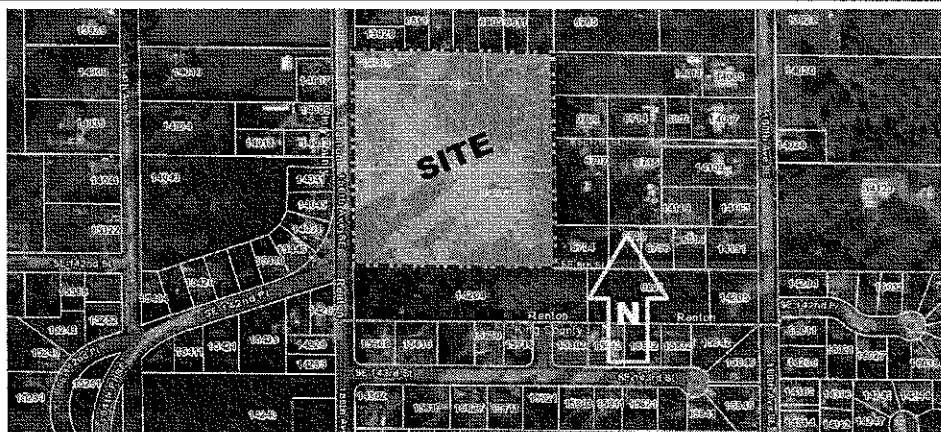
Project Summary: Proposed subdivision of an 8.8 acre project site located within the R-4 (Residential 4 dwelling units per acre) zoning designation. The proposal would result in the creation of 31 lots and 2 tracts (Tracts A and B) and a new public street. The proposed lots would range in size from 8,050 square feet to 12,566 square feet. Access to the new lots would be provided via a new public street off of 156th Avenue SE. A lot line adjustment (LUA14-000250) is proposed between tax parcels 1423059057 and 1423059122 which will result in 30,175 square feet of parcel 1423059057 being removed from the proposed subdivision. The site is currently developed with two single family residences and a detached garage. An existing residence is proposed to remain on parcel 1423059057. All other structures are proposed to be removed through the subdivision process. No critical areas are present on the project site.

Exist. Bldg. Area SF: 1,700 SF **Proposed New Bldg. Area (footprint):** N/A

Proposed New Bldg. Area (gross): N/A

Site Area: 329,129 SF **Total Building Area GSF:** N/A

STAFF RECOMMENDATION: Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).



Project Location Map

PART ONE: PROJECT DESCRIPTION / BACKGROUND

The proposal is to subdivide an 8.80 acre site composed of parcels 1423059122, 1423059023, and the east portion of 1423059057 into 31 single family residential lots for the future construction of new single family residences. The project site is located within the R-4 (residential 4 dwelling units per acre) zoning designation as well as the Residential Low Density (RLD) Comprehensive Plan Land Use designation. The surrounding properties to the north, south, and east of the project site are also zoned R-4. The properties to the west of the project site are located outside the City limits in King County.

A Lot Line Adjustment (LUA14-000250) was submitted concurrently with the application for subdivision. The proposed lot line adjustment would remove the western 30,175 square feet of parcel 1423059057 from the proposed preliminary plat. An existing 1,700 square foot residence is proposed to remain on this parcel. The applicant has indicated that the parcel would be subdivided under a future, separate subdivision application.

The proposal to subdivide the 8.80 acre project site into 31 lots, results in a net density of 4.45 dwelling units per acre (after the deduction of 79,419 square feet of right-of-way proposed for dedication). The proposed lots would range in size from 8,050 square feet to 12,566 square feet. In addition to the proposed lots, the subdivision would also create two tracts (Tracts A and B). Tract A would be located at the southwest corner of the project site for stormwater detention. Tract B would be located at the northwest corner of the project site and is a 2-foot wide open space strip separating proposed Road A from parcel 1423059057.

Access to the proposed lots is proposed via a new "looped" public street (Roads A and B) with two access points off of 156th Avenue SE. In addition, half street improvements are proposed along the project site's 156th Ave SE street frontage. Proposed frontage improvements include paving, curb and gutter, 5-foot sidewalks, and an 8-foot planting strip.

A significant tree inventory was submitted with the application materials, which identified 303 existing significant trees. Of the 303 existing significant trees, the applicant is proposing to retain 35 trees. There are 15 additional trees that could have been retained; however the applicant's arborist determined that the trees were either diseased or dangerous and not suitable for retention. Additional trees will be planted to ensure compliance with the City's tree retention requirements.

PART TWO: ENVIRONMENTAL REVIEW

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

A. Environmental Threshold Recommendation

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

Issue a DNS-M with a 14-day Appeal Period.

B. Mitigation Measures

1. Project construction shall be required to comply with the recommendations outlined in the submitted Geotechnical Engineering Study prepared by Earth Solutions, NW (dated February 5, 2014).
2. Project construction shall be required to comply with the recommendations outlined in the submitted Traffic Impact Analysis prepared by TraffEx, dated December 27, 2013.
3. An easement for tree protection shall be recorded along the east property line to protect the trees available for retention (as determined by the City of Renton Arborist) in perpetuity. The easement should be of sufficient width to adequately protect the trees identified for protection; however the easement width shall be permitted to vary and shall be based on the width of the stand of trees to be retained. The easement shall be submitted for review and approval by the Current Planning Project Manager and shall be recorded on the face of the final plat.

C. Exhibits

- | | |
|------------|-----------------------------------------------------------------------------------------------------|
| Exhibit 1 | Neighborhood Detail Map |
| Exhibit 2 | Preliminary Plat Plan |
| Exhibit 3 | Conceptual Road and Grading Plan |
| Exhibit 4 | Drainage Control Plan |
| Exhibit 5 | Tree Cutting and Land Clearing Plan |
| Exhibit 6 | Tree Inspection Report prepared by Greenforest Incorporated (dated February 18, 2014) |
| Exhibit 7 | Geotechnical Engineering Study prepared by Earth Solutions NW, LLC (dated February 5, 2014) |
| Exhibit 8 | Wetland Report prepared by Sewall Wetland Consulting, Inc. (dated February 3, 2014) |
| Exhibit 9 | Technical Information Report prepared by D.R. Strong Consulting Engineers (dated February 19, 2014) |
| Exhibit 10 | Traffic Impact Analysis prepared by TraffEx (dated December 27, 2013) |
| Exhibit 11 | Comment letter from David Michalski (dated March 21, 2014) |
| Exhibit 12 | Comment letter from Roger Paulsen (dated March 22, 2014) |
| Exhibit 13 | Construction Mitigation Description |

D. Environmental Impacts

The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:

1. Earth

Impacts: The applicant indicates that approximately 4,495 cubic yards of cut and 36,888 cubic yards of fill would be required for the construction of required plat improvements and new single family residences. Temporary erosion control measures would be implemented during construction

including hay bales, siltation fences, temporary siltation ponds, controlled surface grading, and a stabilized construction entrance in accordance with City of Renton requirements.

A Geotechnical Engineering Study prepared by Earth Solutions, NW (dated February 5, 2014) (Exhibit 7) was submitted with the project application. According to the submitted study, the existing site topography slopes from north to south with an elevation change of approximately 20 feet. Vegetation consists primarily of field grass, trees, and blackberries. The Soil Conservation Survey (SCS) map identifies Alderwood series soils across the entire project site. Alderwood soils formed in glacial till and typically present a slight to moderate erosion hazard and slow to medium runoff. They are comprised of gravelly ashy sandy loam transitioning to very gravelly sandy loam.

A total of 6 test pits (TP-1 through TP-6) were excavated across the project site. Topsoil was encountered in the first 6 to 10 inches below grade at all test pit locations. Underlying the topsoil, native soils consisting primarily of loose to medium dense weathered glacial deposits transitioning to very dense unweathered glacial till were encountered extending to the maximum exploration depth of eight feet below existing grade. The soil conditions observed at the test pit locations are generally consistent with the SCS mapped soils.

Perched groundwater was observed in three of the 6 test pits (TP-1, TP-3, and TP-6) at depths ranging from 2-3 feet. According to the submitted geotechnical study (Exhibit 7) groundwater seepage on till sites will typically be perched at variable depths within the substrata of glacial till soil near the contact between weathered and unweathered material; therefore seepage should be expected in all grading activities at this site, particularly during the winter, spring, and early summer months. The study states that fieldwork was conducted during an atypically dry winter and therefore groundwater volumes should be expected to normally be higher than what was exhibited.

The submitted geotechnical report (Exhibit 7) provides recommendations for site preparation and earthwork, wet season grading, foundations, seismic design, slab-on-grade floors, retaining walls, drainage, excavation and slopes, utility support and trench backfill, and pavement sections. Due to the high moisture content, the geotechnical report (Exhibit 7) recommends site grading to be limited to the summer months. Staff recommends as a SEPA mitigation measure that project construction be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Earth Solutions, NW (dated February 5, 2014) (Exhibit 7).

Mitigation Measures: Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Earth Solutions, NW (dated February 5, 2014) (Exhibit 7).

Nexus: SEPA Environmental Review Regulations.

2. Water

a. Wetland, Streams, Lakes

Impacts: A wetland report, prepared by Sewall Wetland Consulting, Inc. (dated February 3, 2014) (Exhibit 8) was submitted with the application materials. According to the report, the site shows evidence of hydrophytic vegetation (buttercup and red-osier dogwood); however no indicators of hydric soils or wetland hydrology were present. The report concludes that there are no wetlands on the project site as two of the 3 required parameters required for wetland classification (hydrophytic vegetation, hydric soils, and hydrology) were not present.

Mitigation Measures: No further mitigation required

Nexus: N/A

b. Storm Water

Impacts: The applicant submitted a Technical Information Report (TIR), prepared by D.R. Strong Consulting Engineers, Inc. (dated February 19, 2014) (Exhibit 9). According to the TIR (Exhibit 9) the upstream areas to the north and east of the project site are densely vegetated and any flows entering the project site would be negligible. The existing runoff from the project site sheet flows across the property towards the southwest corner of the site. From there a concrete pipe inlet conveys water west to a catch basin at the southwest corner of the site on the east side of 156th Avenue SE. Runoff continues south in the conveyance system then flow is directed west at the intersection of 156th Avenue SE and SE 144th Street. Runoff continues west across 154th Place SE and discharges to Stewart Creek, a Class 3 stream.

The proposed 31 lot subdivision is subject to Full Drainage review in accordance with the 2009 King County Surface Water Manual and City of Renton Amendments to the KCSWM, Chapters 1 and 2. All core and six special requirements have been discussed in the report (Exhibit 9). The site is located within the Lower Cedar River Basin. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Forested Condition. The project is subject to basic water quality treatment and Level 2 flow control. Flow control facility is sized to match the pre-developed rates for the forested condition extending from 50% of the 2 year up to the 50 year flow. The engineer has designed a combined detention and wetpond to be located at the southwest corner of the site within Tract A. The pond will discharge to the existing conveyance system in 156th Avenue SE. Appropriate individual lot flow control BMPs will be required to help mitigate the new runoff created by this development.

The submitted geotechnical report (Exhibit 7) identifies the soils as sand glacial till. These soils will not support infiltration. Perched groundwater was found at a number of test pits.

Overall, it is anticipated there would be no impacts to stormwater as a result of the proposed project, provided the project complies with the 2009 King County Surface Water Design Manual, and the Renton Amendments.

Mitigation Measures: No further mitigation required

Nexus: N/A

3. Vegetation

Impacts: A Tree Cutting and Land Clearing Plan (Exhibit 5) and a Tree Inspection Report prepared by Greenforest Incorporated (dated February 18, 2014) (Exhibit 6) were submitted with the application materials. The Tree Inspection Report states that of the 305 significant trees identified on the project site, 81 are considered dangerous as defined in RMC 4-11-200. The Tree Cutting and Land Clearing Plan (Exhibit 5) identifies 35 significant trees for retention.

There is a roadway stub located just south of the subdivision site. Pursuant to City of Renton code, the roadway is to be extended north in a straight line. However, the applicant indicated that by curving the road alignment a significant amount of trees could be retained along the east property line. Once the homes are sold as individual lots, each home owner has the ability to remove up to 3 trees a year without permits. These trees would not provide the vegetative screen intended if they are removed immediately following home construction as such they should be retained in perpetuity within an easement. Of the approximately 44 trees located along the east property line, the applicant is proposing to retain 21 trees. The 23 trees proposed for removal (identified as trees

5406, 5408-5415, 6181-6185, 6234, and 6229-6231) have been identified as diseased and/or dangerous per the submitted Tree Inspection Report (Exhibit 6). The City's arborist will review the submitted Tree Cutting and Land Clearing Plan (Exhibit 5) and Tree Inspection Report (Exhibit 6) and verify which trees located along the east property boundary are available for retention. Staff recommends as a SEPA mitigation measure that an easement for tree protection be recorded along the east property line to protect the trees available for retention (as determined by the City of Renton Arborist) in perpetuity. The easement should be of sufficient width to adequately protect the trees identified for protection, however staff recommends that the easement width be permitted to vary based on the width of the stand of trees proposed to be retained.

Mitigation Measures: An easement for tree protection shall be recorded along the east property line to protect the trees available for retention (as determined by the City of Renton Arborist) in perpetuity. The easement should be of sufficient width to adequately protect the trees identified for protection; however the easement width shall be permitted to vary and shall be based on the width of the stand of trees to be retained. The easement shall be submitted for review and approval by the Current Planning Project Manager and shall be recorded on the face of the final plat.

Nexus: SEPA Environmental Review Regulations

4. Noise

Impacts: Temporary construction noise is anticipated as a result of the subject project. Based on the provided construction mitigation description (Exhibit 13) the applicant has indicated that construction of the plat improvements is anticipated to begin in September of 2014 and finish in February of 2015. The construction of homes is anticipated to begin in April 2015 and finish in April 2016. The applicant has indicated that construction would comply with the City of Renton's adopted noise ordinance. As such, the temporary noise impacts are anticipated to be minimal and limited in duration.

Mitigation Measures: No further mitigation required

Nexus: N/A

5. Parks and Recreation

Impacts: The project site is located within the vicinity of three parks. Maplewood Heights Park is located to the east of the project site and Maplewood Neighborhood Park and the Cedar River Trail are located to the west of the project site. It is anticipated residents of the proposed development would utilize the existing parks within the project vicinity. It is not anticipated that the proposed development would adversely impact the City of Renton parks subject to the payment of code required impact fees.

Mitigation Measures: No further mitigation required.

Nexus: N/A

6. Transportation

Impacts: Access to the project site is proposed via a new looped internal public street with two access points off of 156th Avenue SE. In addition, a dead end access is proposed connecting to the property to the south of the project site for future development. A temporary cul-de-sac turnaround is proposed for emergency access pending future development to the south. Frontage

improvements including paving, curb and gutter, 5-foot sidewalks, and an 8-foot landscape strip are proposed along the project's 156th Avenue SE frontage and the frontage of new Roads A and B. There is a roadway stub located just south of the subdivision site. Pursuant to City of Renton code, the roadway is to be extended north in a straight line. However, the applicant indicated that by curving the road alignment a significant amount of trees could be retained along the east property line (see previous discussion above under Vegetation).

A Traffic Impact Analysis prepared by TraffEx (dated December 27, 2013) (Exhibit 10) was submitted with the application materials. The proposed 31 lot subdivision would generate 297 average weekday vehicle trips. Weekday peak hour AM trips would generate 23 vehicle trips, with 17 vehicles leaving and 6 vehicles entering the site. Weekday peak hour PM trips would generate 31 vehicle trips, with 20 vehicles entering and 11 vehicles exiting the site.

The Traffic Impact Analysis (Exhibit 10) also includes a Level of Service (LOS) review of the surrounding intersections in the immediate vicinity. Levels of service are given letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst. The Traffic Impact Analysis (Exhibit 10) concludes that with the proposed development the surrounding intersections would continue to operate at an acceptable Level of Service (LOS) with the exception of the southbound approach to the 156th Avenue SE/SE 142nd Place intersection. This intersection is controlled by a stop sign at each approach. The southbound approach to the intersection currently operates at LOS F with an approach delay of 94.8 seconds. The report (Exhibit 10) anticipates that the future condition of the southbound approach to the 156th Avenue SE/SE 142nd Place intersection without the proposed development would result in an approach delay of 133.2 seconds. The report (Exhibit 10) anticipates that the future condition of the southbound approach to the 156th Avenue SE/SE 142nd Place intersection with the proposed development would result in an approach delay of 137.1 seconds, which results in an additional delay of 3.9 seconds attributable to the proposed development.

The report concludes (Exhibit 10) that this intersection would continue to operate at a LOS F with or without the new development. The project generated traffic at this intersection would increase by 9 trips to the 1,375 total trips passing through the intersection. Increased traffic created by the development will be mitigated by payment of transportation impact fees. Final determination will be made by the City's transportation department at a later date.

Staff has received two comment letters (Exhibits 11 and 12) citing concerns with regards to the additional traffic that the proposed project will generate. Based on the submitted traffic report, the proposed project would result in the 9 new trips and a 3.9 second delay at the southbound approach to the 156th Avenue SE/SE 142nd Place intersection. The impacts of the additional trips would be mitigated through the payment of transportation impact fees.

It is not anticipated that the proposed project significantly adversely impact the City of Renton's street system subject to the payment of code required impact fees and the construction of code required frontage improvements.

Mitigation Measures: No further mitigation required

Nexus: N/A

7. Fire & Police

Impacts: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development subject to the construction of code required improvements and the payment of code required impact fees.

Mitigation Measures: No further mitigation required.

Nexus: N/A

E. Comments of Reviewing Departments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

- ✓ **Copies of all Review Comments are contained in the Official File and may be attached to this report.**

The Environmental Determination decision will become final if the decision is not appealed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680).

Environmental Determination Appeal Process: Appeals of the environmental determination must be filed in writing together with the required fee to: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057, on or before 5:00 p.m. on April 18, 2014. RMC 4-8-110 governs appeals to the Hearing Examiner and additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall – 7th Floor, (425) 430-6510.

ADVISORY NOTES TO APPLICANT

The following notes are supplemental information provided in conjunction with the administrative land use action. Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.

Planning:

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.
2. Commercial, multi-family, new single family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plants an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.

Fire:

1. The fire impact fees are applicable at the rate of \$479.28 per single family unit. This fee is paid at time of building permit issuance.
2. The fire flow requirement for a single family home is 1,000 gpm minimum for dwellings up to

3,600 square feet (including garage and basements). If the dwelling exceeds 3,600 square feet, a minimum of 1,500 gpm fire flow would be required. A minimum of one fire hydrant is required within 300-feet of the proposed buildings and two hydrants if the fire flow goes up to 1,500 gpm. Existing fire hydrants can be counted toward the requirements as long as they meet current code including 5-inch storz fittings. A water availability certificate is required from King County Water District 90.

3. Fire department apparatus access roadways are required to be a minimum of 20-feet wide fully paved, with 25-feet inside and 45-feet outside turning radius. Fire access roadways shall be constructed to support a 30-ton vehicle with 322-psi point loading. Access is required within 150-feet of all points on the buildings. Approved cul-de-sac turnarounds of 90-foot diameter are required for dead end streets over 500-feet long. Street system shall be designed to be extended to adjoining underdeveloped properties for future extension.

Water:

1. Water service will be provided Water District 90.
2. A water availability certificate from Water District #90 will be required.
3. New hydrants shall be installed per Renton's fire department standards to provide the required coverage of all lots.
4. Approved water plans shall be submitted to the City.

Sewer:

1. Sewer service is provided by the City of Renton. The project proposes to get sewer service by extending the 8-inch existing sewer main, located south of the site on 156th Ave SE near the intersection with SE 144th Street and extending the sewer main into the plat. The project is required to extend the sewer main along 156th Ave SE up to the north property line. The extension of the sewer main from the south on 156th Ave SE will require overlay pavement restoration of at least half street. The project is required to extend the sewer main along 156th Ave SE up to the north property line.
2. A sewer stub is to be extended from the proposed sewer main in the internal access road, to the east property line (with a 10-foot sewer easement). A man hole is to be located on the sewer main in the proposed internal public street and a clean out at the end of the sewer stub.
3. System development fees for sewer are based on the size of the new domestic water meter that will serve each new lot. Fee per lot based on ¾-inch or 1-inch water is \$2,033.00. Estimated fee for sewer is \$63,023.00. This fee is paid prior to issuance of the construction permit.
4. This parcel falls within the boundaries of the Central Plateau Sewer Special Assessment District. Fee calculated as of 3/24/2014 is \$438.16 per new lot. Interest accrues at a daily rate of \$0.05111 until the fee is paid.
5. All plats shall provide separate side sewer stubs to each building lot. Side sewers shall be a minimum 2% slope.

Surface water:

1. A drainage plan and drainage report dated February 26, 2014 was submitted by D.R. Strong Consulting Engineers Inc. The proposed 31 lot subdivision is subject to Full Drainage review in accordance with the 2009 King County Surface Water Manual and City of Renton Amendments to the KCSWM, Chapters 1 and 2. All core and six special requirements have been discussed in the report. The 8.7 acre vegetated site generally slopes to the southwest. The site is located within the Lower Cedar River Basin. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Forested Condition. The project is subject to basic water quality treatment and Level 2 flow control. Flow control facility is sized to match the pre-developed rates

for the forested condition extending from 50% of the 2 year up to the 50 year flow. The engineer has designed a combined detention and wetpond to be located at the southwest corner of the site. Appropriate individual lot flow control BMPs will be required to help mitigate the new runoff created by this development.

2. A geotechnical report, dated February 4, 2014 was submitted by Earth Solutions NW, LLC. The report identifies the soils as sand glacial till. These soils will not support infiltration. Perched groundwater was found at a number of test pits. Due to the high moisture content, the geotech recommends site grading to be limited to the summer months.
3. Surface water system development fee is \$1,228.00 per new lot. Fees are payable prior to issuance of the construction permit. Estimated storm fee is \$36,840.00.
4. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is required for this site.

Transportation:

1. The current transportation impact fee rate is \$1,430.72 per new lot. The transportation impact fee that is current at the time of building permit application will be levied. Payment of the transportation impact fee is due at the time of issuance of the building permit.
2. A traffic analysis dated December 27, 2013, was provided by Traffix Northwest. The proposed 31 lot subdivision would generate 297 average weekday vehicle trips. Weekday peak hour AM trips would generate 23 vehicle trips, with 17 vehicles leaving and 6 vehicles entering the site. Weekday peak hour PM trips would generate 31 vehicle trips, with 20 vehicles entering and 11 vehicles exiting the site. An analysis focusing on the intersection of 156 Ave SE/SE 142 Place was done to determine what, if any impacts the anticipated new peak hour AM and PM trips created by this development would have on an operational standpoint at this intersection. This intersection is controlled by a stop sign at each approach. The intersection currently operates at LOS F. The result of the study indicates this intersection would continue to operate at a LOS F with the new development, while the project generated traffic at this intersection would increase to 9 trips to the 1,375 total trips passing through the intersection. Increased traffic created by the development will be mitigated by payment of transportation impact fees. Final determination will be made by the City's transportation department at a later date.
3. A looped roadway with stub ending is a temporary cul-de-sac is proposed as the internal site access. The cul-de-sac must meet City of Renton code and Fire Department requirements. To meet the City's complete street standards, the new internal roadway shall be designed to meet the residential access roadway per City code 4-6-060. The new internal roadway shall be a 53-foot wide right of way, with 26 feet of pavement, curb, gutter, an 8-foot planter strip and a 5-foot sidewalk installed along both sides of the street. One side of the road will be marked No Parking. As per code, the minimum separation of intersections along an arterial is 125 feet. If in future there are significant concerns regarding left turns to and from the south loop of the internal public street onto 156th Ave SE, the City traffic operations may impose left turn restrictions at that intersection.
4. To meet the City's complete street standards, frontage improvements along the project side in 156th Ave SE shall include 22 feet of paving from the centerline, gutter, a 0.5 foot wide curb, an 8-foot planter strip and a 5-foot roadway per City code 4-6-060. To build this street section, five and half feet of right of way dedication will be required. It is shown on the plans.
5. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

6. Street lighting is required for this plat. LED lighting plans will be included with the civil plan submittal.

General Comments:

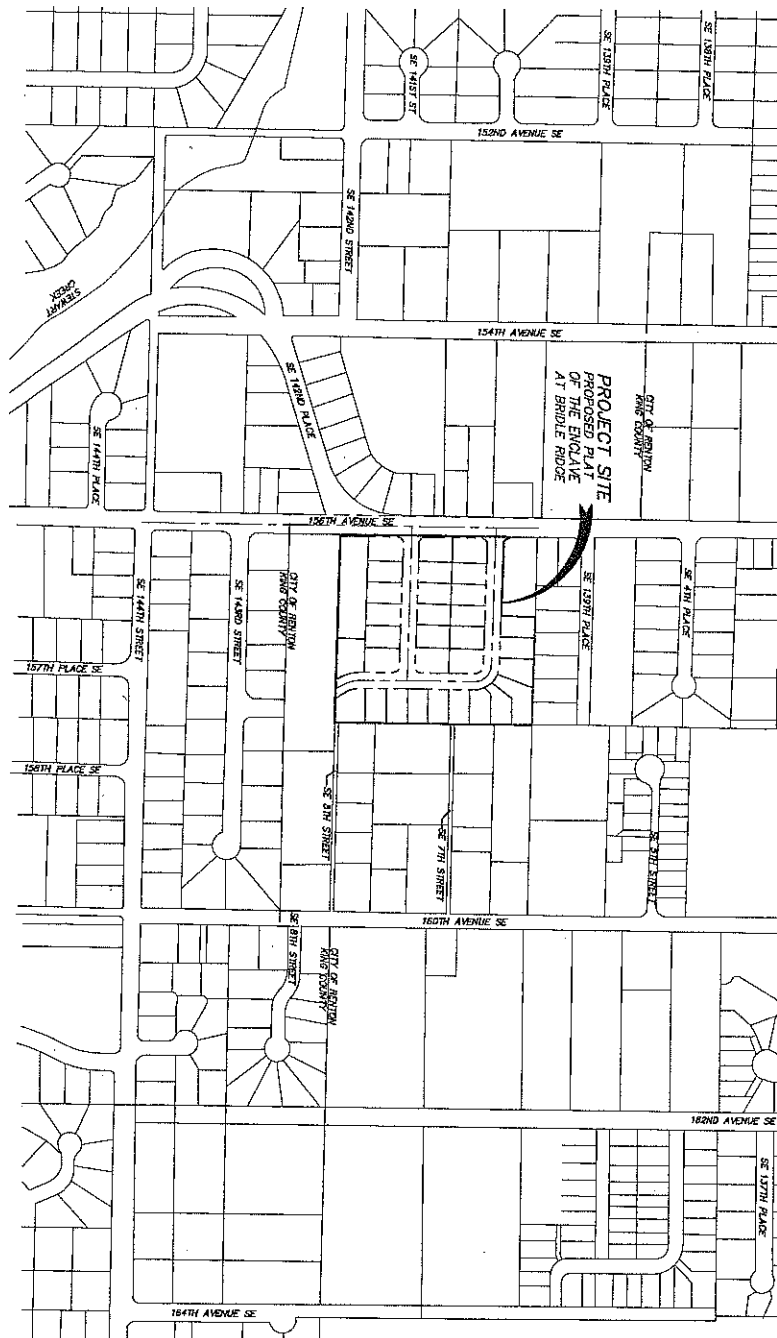
1. Separate permits and fees for, water meters, side sewer connection and storm connection will be required.

2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform to the Renton Drafting Standards. A licensed Civil Engineer shall prepare the civil plans.

3. Rockeries or retaining walls greater than 4 feet in height will be require a separate building permit. Structural calculations and plans shall be submitted for review by a licensed engineer. Special Inspection is required.

4. A tree removal and tree retention/protection plan and a separate landscape plan shall be included with the civil plan submittal.

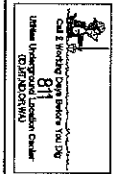
SE 1/4 SECTION 14, TOWNSHIP 23 N, RANGE 5 E, W.M.,
THE ENCLAVE AT BRIDLE RIDGE



NOTE:
FEA PAGES SHOWN ON THIS MAP ARE OBTAINED APPROXIMATELY USING THIS COUNTY MAP.

THE ENCLAVE AT BRIDLE RIDGE
PRELIMINARY PLAT
NEIGHBORHOOD DETAIL MAP

DRS PROJECT NO. 13117

[illegible]

**D.R. STRONG
CONSULTING ENGINEERS**
ENGINEERING PLANNING SURVEYING
470 7TH AVENUE, NEW YORK, NY 10013
O 212/677-2000 F 212/677-2425

DATE	2-23	BY	DATE	APPR	NO.
PROJECT	TP				
SHEET	041				
PROJECT (JAN)					
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AS NOTED

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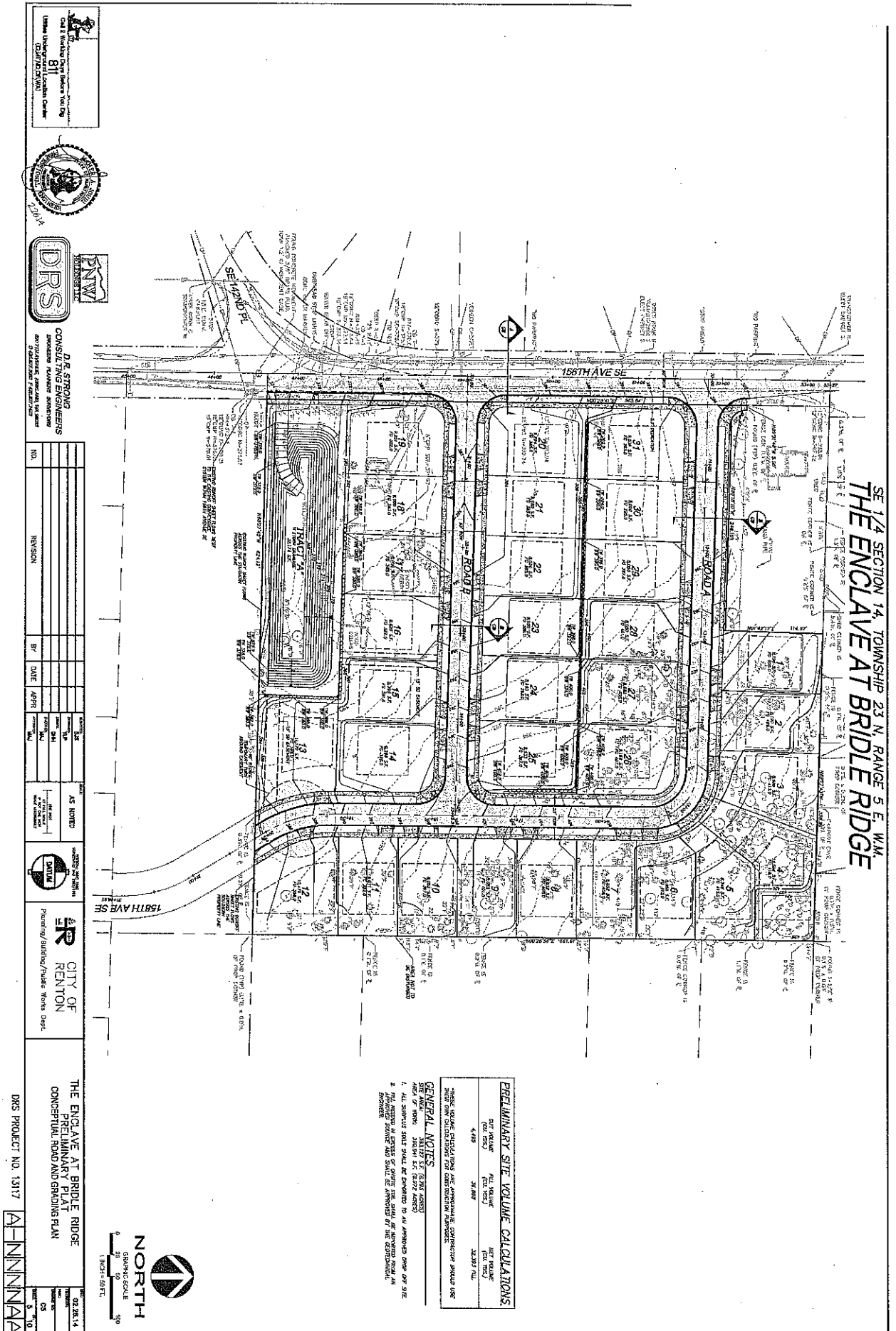
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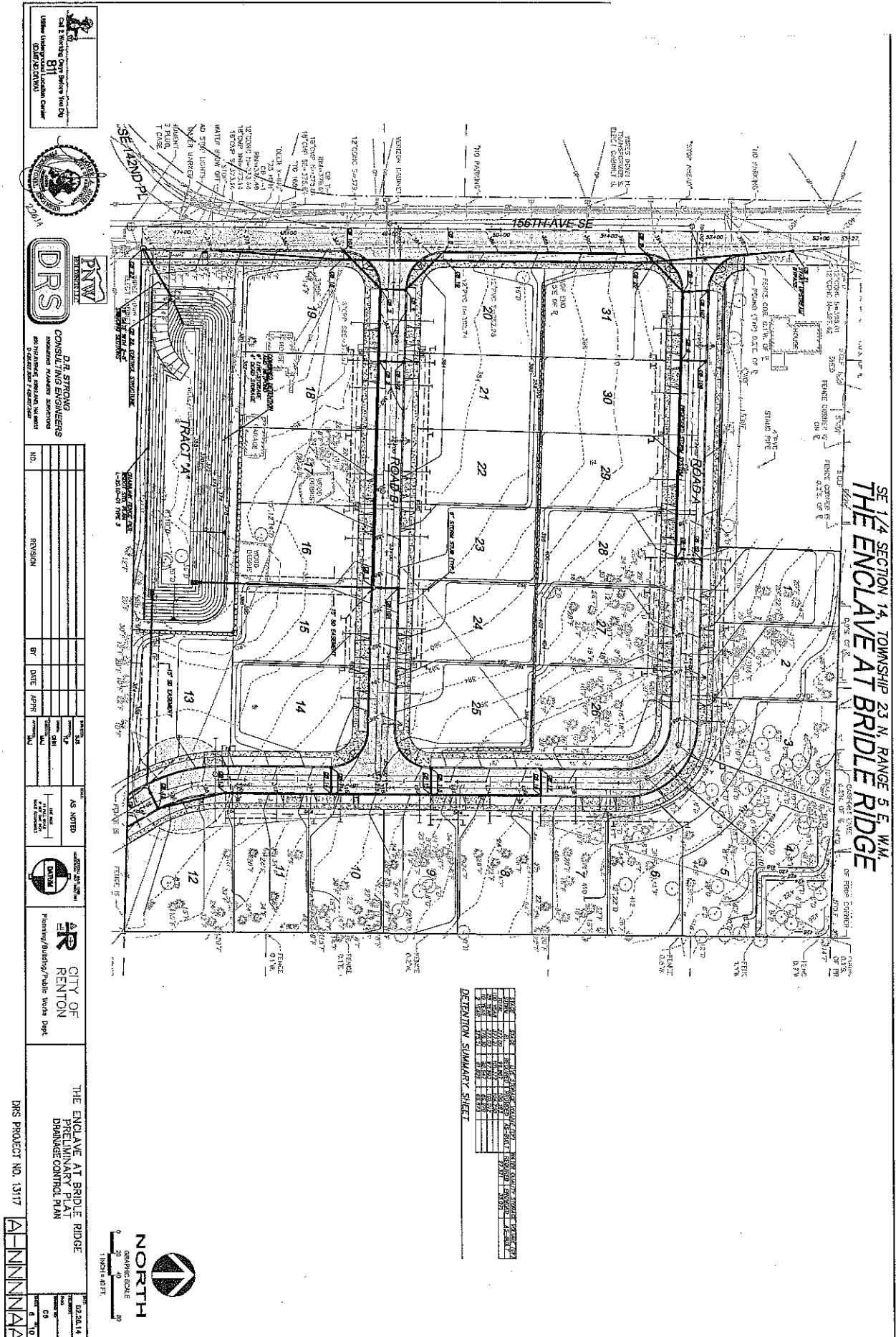


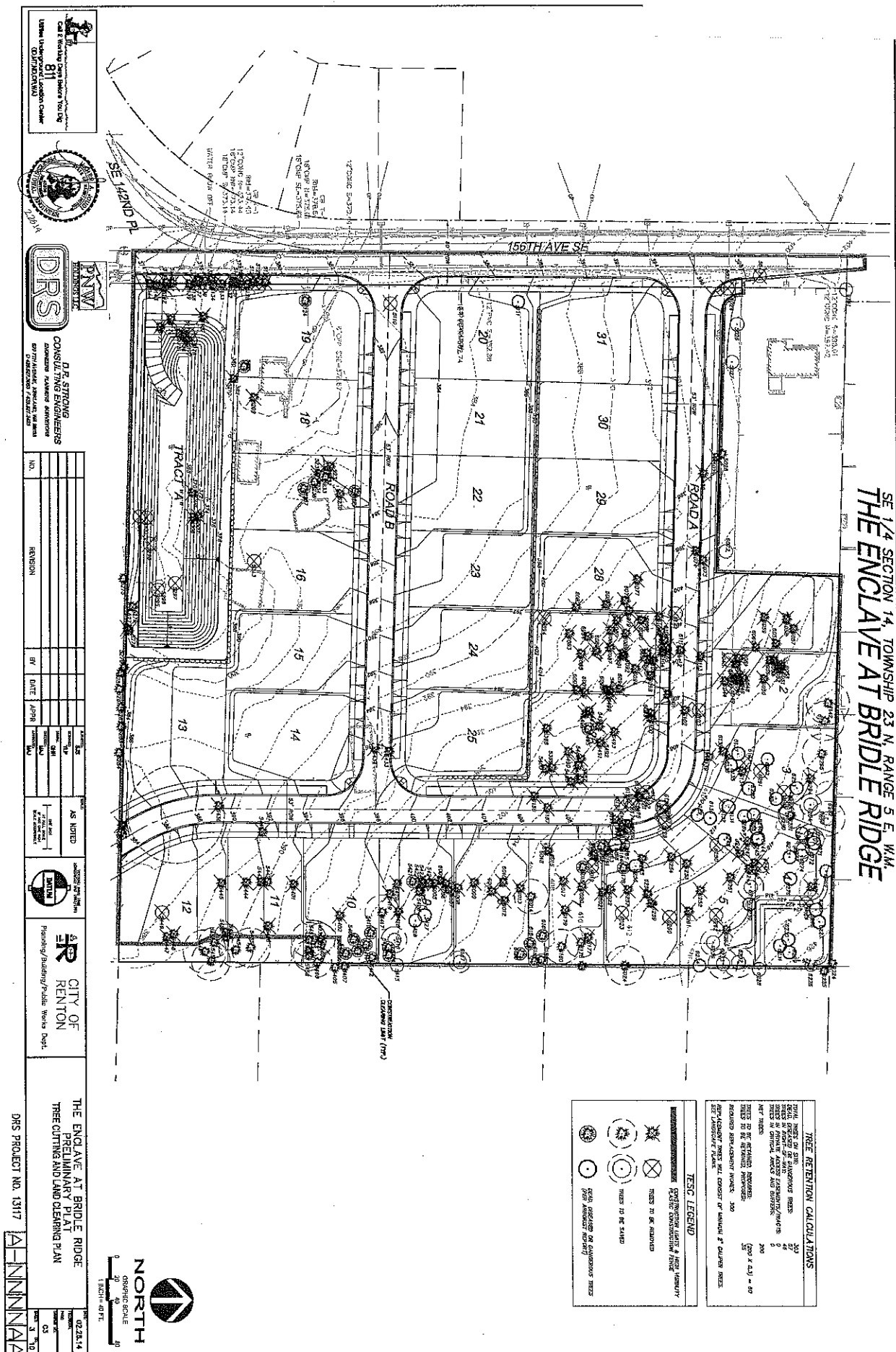
AR CITY OF
RENTON
Planning/Building/Public Works Dept.

DRS PROJECT NO. 13117









**Greenforest Incorporated****Consulting Arborist**

2/18/2014

Justin Lagers, Director of Land Acquisition & Development
PNW Holdings, LLC
9675 SE 36th St., Suite 105
Mercer Island, WA 98040

RECEIVED**FEB 27 2014****CITY OF RENTON**
PLANNING DIVISION

RE: The Enclave at Bridle Ridge Tree Inspection, 14038 156th Ave SE, Renton WA 98059

Dear Mr. Lagers:

You contacted me and contracted my services as a consulting arborist. My assignment is to inspect and evaluate the condition of surveyed trees at the above referenced site. (Tax Parcel Numbers 142305-9023, 9057, & 9112). I received a TREE CUTTING AND LAND CLEARING PLAN from D R Strong Consulting Engineers showing the location and numbers of the surveyed trees. I visited the site last week and inspected the trees indicated on the sheet, which are the subject of this report.

TREE INSPECTION

My initial inspection was limited to visual observation from the subject parcels. Trees off site were included in the inspection but are not included in this report. Both health and structure were evaluated. A tree's structure is distinct from its health. Structure is the way the tree is put together or constructed, and identifying obvious defects can be helpful in determining if a tree is predisposed to failure. Health addresses disease and insect infestation.

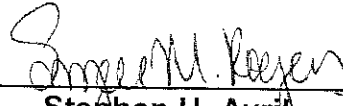
I identified the species of each tree, confirmed trunk diameter (DBH), estimated average dripline extension and recorded visible defects.

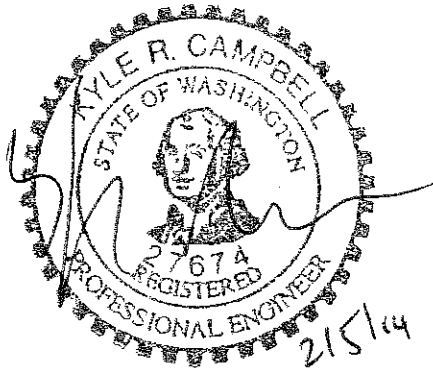
At the east property boundary (Near tree 6185) is an infection center for a root rot disease. This is evidenced by a tree-free circular area (actually, semi circular as bisected by the parcel boundary) with standing dead trees, recently or previously failed trees, and trees with thinning and/or chlorotic canopies at the edge of the infection area. After my initial inspection I returned to the site and performed rootcrown excavations on the conifers bordering this infection area. I found both signs and symptoms of armillaria root rot fungus, as evidenced by the presence of mycelial fans and fungal rhizomorphs, oozing resin flow, and varying stages of root decay in approximately a dozen trees on the north and south sides of this infection area.

EXHIBIT 7

PREPARED FOR
AMERICAN CLASSIC HOMES

February 5, 2014

For: 
Stephen H. Avril
Staff Geologist



Kyle R. Campbell, P.E.
Principal

GEOTECHNICAL ENGINEERING STUDY
THE ENCLAVE AT BRIDLE RIDGE
RESIDENTIAL DEVELOPMENT
14038 - 156th AVENUE SOUTHEAST
RENTON, WASHINGTON

ES-3220

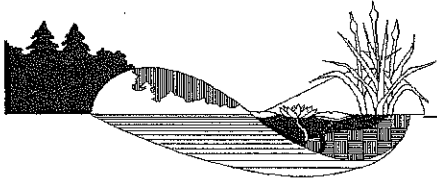
Earth Solutions NW, LLC
1805 - 136th Place Northeast, Suite 201 Bellevue, Washington 98005
Phone: 425-449-4704 Fax: 425-449-4711
Toll Free: 866-336-8710

RECEIVED
FEB 27 2014
CITY OF RENTON
PLANNING DIVISION

EXHIBIT 8

Sewal

27641 Covi
Covington, WA 98042



February 3, 2014

Justin Lagers
PNW Holdings, LLC
9675 SE 36th Street, Suite 105
Mercer Island, WA 98040

RE: The Enclave at Bridle Ridge-City of Renton
SWC Job#13-187

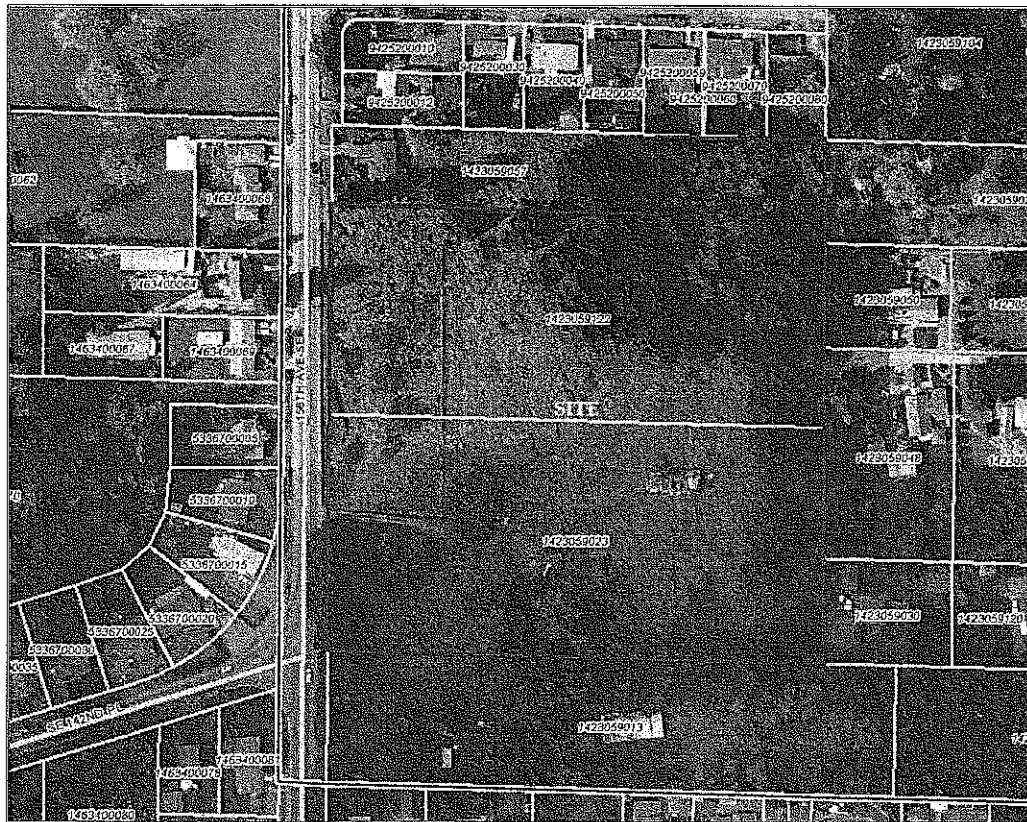
RECEIVED

FEB 27 2014

CITY OF RENTON
PLANNING DIVISION

1.0 INTRODUCTION

This report describes our observations of any jurisdictional wetlands, streams and buffers on or within 200' of the proposed "The Enclave at Bridle Ridge" plat, which consists of two Parcels (#1423059023 & 9122), located on the east side of 156th Avenue SE, in the City of Renton, Washington (the "site").



Vicinity Map

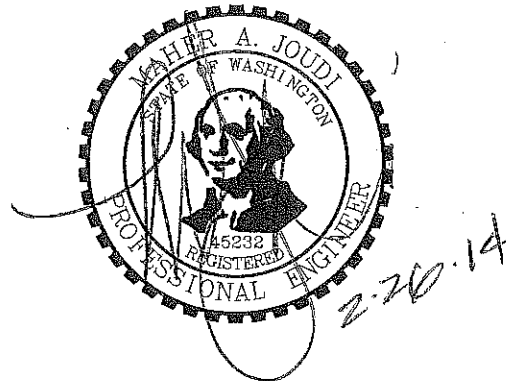
TECHNICAL INFORMATION REPORT

for

THE ENCLAVE AT BRIDLE RIDGE

Preliminary Plat

14038 156th Avenue SE Renton, Washington



DRS Project No. 13117
Renton File No.

Owner/Applicant

PNW Holdings LLC
9675 SE 36th Street, Suite 105
Mercer Island, WA 98040

Report Prepared by



D. R. STRONG Consulting Engineers, Inc.
620 7th Avenue
Kirkland WA 98033
(425) 827-3063

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FEB 27 2014
CITY OF RENTON
PLANNING DIVISION

Report Issue Date

February 19, 2014

**THE ENCLAVE AT BRIDLE RIDGE
TRAFFIC IMPACT ANALYSIS**

CITY OF RENTON

Prepared for

Mr. Justin Lagers
PNW Holdings, LLC.
9675 SE 36th St., Suite 105
Mercer Island, WA 98040

Prepared by



11410 NE 124th St., #590
Kirkland, Washington 98034
Telephone: 425.522.4118
Fax: 425.522.4311

December 27, 2013

RECEIVED
FEB 27 2014
CITY OF RENTON
PLANNING DIVISION

EXHIBIT 11

David Michalski

6525 se 5th pl

Renton, Wa 98059

March 21, 2014

Jill Ding, Senior Planner

Planning Division

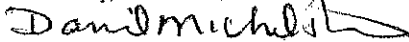
1055 So Grady Way

Renton, Wa 98057

This memo is regarding my concerns over the Enclave at Bridle Ridge/LUA14-000241/ECF/PD.

I live off of SE5th pl and my residence butts up to this planned subdivision. My concern is regarding the traffic going North and South on 156th Ave Se. Since the building of the bridge across Cedar River the traffic on 156th ave se is unbearable. Coming out of any of the side streets off 156th ave se is sometimes impossible with waits as much as 15 minutes. At the 3 way stop south of me vehicles do a quick stop and accelerate up the hill leaving no time between cars to allow access going both North and South. Frequently when large trucks traveling up the hill slow traffic down, there is a huge backlog of vehicles and this causes terrible traffic congestion. I see signs for additional development in the future on the West side of 156th. I feel that an immediate traffic study be implemented. I am really surprised there isn't more accidents than I see. Has anyone thought about additional access off of Maple Valley Highway for folks to get unto Cemetary Road?

Sincerely,


David Michalski

Email: dcnichal@msn.com

Ph# 425-271-7837

RECEIVED
MAR 24 2014
CITY OF RENTON
PLANNING DIVISION

EXHIBIT 12

March 22, 2014

Ms. Jill Ding
Senior Planner
CED – Planning Division
City of Renton
1055 South Grady Way
Renton, WA 98057

SENT via Electronic Mail to Avoid Delay @ Jding@rentonwa.gov

Re: The Enclave at Bridle Ridge

Dear Ms. Ding and Hearing Examiner,

Thank you for this opportunity to provide comment with respect to the proposed plat “The Enclave at Bridle Ridge”, Project #LUA14-000241, ECF, PP.

My comments are organized below by subject area and intended to provide input for both the City's final SEPA determination as well as the Hearing Examiner's preliminary plat review process scheduled for April 22nd. I also hope to attend the tentatively scheduled Public Hearing.

Traffic Study and Impacts

The scope of the traffic study provided by the applicant fails to adequately consider the impacts of this project upon the adjacent intersection at SE 5th Place. I would ask that the applicant be required to supplement the traffic study with an analysis of this intersection as well as the next two streets to the north of SE 5th Place in light of the accident history of the intersection as well as the Level of Service associated with A.M. Peak period trips northbound on 156th Ave. This additional study should include a video analysis of the “rolling stop” situation present at the 142nd intersection during the morning commute to help inform my concerns explained below.

At current, the traffic study ignores the impact of the proposed new traffic by concluding that the level or service is already so bad at the actual intersection of 156th and 142nd that the project won't make it noticeably worse. While perhaps true in some respects for this specific intersection itself, the analysis completely fails to contemplate the project's impact to 156th north of this intersection.

Under existing conditions, the only reason it is possible to make an egress turn from SE 5th Place (shown in the traffic study as SE 139th Pl.) in the morning hours between 6 and 9 a.m. is due to the vehicle spacing interval created by the 3-way stop at 142nd, and then only IF the northbound vehicles actually obey the stop light on 142nd. Adding two additional access points and associated vehicle trips from the proposed project onto SE 156th north of the 3-way stop intersection will effectively consume the limited “capacity” created by the 3-way stop rotation (e.g. those trips will fill up any space that currently exists between vehicles). All of this is compounded by the reality (also ignored by the traffic study) that the northbound morning traffic treats the intersection as a “rolling stop”, and then quickly accelerates through the posted 25 MPH zone to speeds exceeding 35 mph, making access to 156th even more difficult.

The addition of ANY new trips to SE 156th between SE 5th Place and the project by way of two additional access points will have a significant impact that is directly attributable to this project, and for which no adequate study has been conducted and no adequate mitigation has been proposed. To allow this project to be implemented without adequate mitigation has significant potential to threaten public health, safety and welfare for the existing residents who access 156th from SE 5th Place and the other residential access streets to the north. By failing to acknowledge and mitigate this reality, the applicant has failed to affirmatively address the requirements of adequate provision dictated by RCW 58.17.

I am also very concerned with the close spacing between the proposed access streets to the plat, and the existing 156th/ 142nd intersection. It seems almost impossible that anyone is ever going to be able to make a left-hand turn (to the south) from the plat access streets, due to the lengthy traffic back-up that routinely occurs on 156th during the afternoon commute hours, blocking both proposed access streets. The traffic study also appears to have ignored this reality, in favor of studying the 156th/ 142nd intersection itself. This also should be the subject of further analysis by the applicant and City prior to any final SEPA determination or plat approval.

Based upon nothing more than common knowledge, it seems that the project design should be conditioned to provide for a single point of access and conventional intersection alignment at the 156th/ 142nd intersection, including appropriate signalization (4 way stop or conventional signal or round-a-bout). This approach is supported by the City of Renton's transportation planning policies, and is clearly warranted by the level of service projections for this intersection.

Sanitary Sewer Design

The City of Renton Sanitary Sewer Plan includes multiple goals and policies which encourage the thoughtful extension of the City's utility to existing and future development. Most of the existing homes located along the northerly property boundary of the proposed plat are greater than 45 years old, and are serviced by septic systems of that era.

Further, the topography and development pattern of these adjacent, neighboring properties is such that the waste lines, septic tanks and drain fields are all located on the south side of the homes, and at an elevation significantly lower than the street which serves these homes – particularly for those furthest east on SE 5th Place.

If the City of Renton is serious about implementing its current waste water plans and the long-term responsibility of servicing the residents it has annexed, provisions should be made within the proposed plat to accommodate future waste water access to the new sewer lines being installed as part of this project.

While City Engineers are best to identify how to accomplish this, it would seem that the inclusion of simple utility easements connecting the southerly parcel boundaries of the existing homes with the newly proposed street within the plat through proposed lots 1 through 4 would make logical sense. Even if future connections were subject to latecomer's agreements to fairly reimburse the developer for any up-sizing required to serve these few additional homes, common sense would dictate that now is the right time to be making adequate provision for the future needs of the City's residents. Let's get "ahead of the curve" and take advantage of the opportunity provided by this project.

Rear Yard Designations

With respect to proposed lot #4, it would appear that the applicant has applied a side-yard setback where the City's code would indicate a rear yard setback is required. (See Section 4-11-250 of Renton Municipal Code.) Because the final determination of the rear yard for a lot of this irregular lot configuration rests with the City's Planning Division Director (per City Code), I would ask that the Rear Yard requirement be clearly and consistently applied along the entire north edge of the plat as part of the recommended conditions of approval, where the plat abuts existing development to the north. As the largest of all proposed lots in the plat, there is plenty of room to accommodate a proper rear-yard on proposed lot #4.

Wildlife

In review of the SEPA checklist completed by the applicant and presumably reviewed by the City, it should be noted that significantly greater wildlife regularly utilize the proposed development site than has been indicated. We regularly observe deer and coyotes on the property, and occasionally have observed owls, hawks, eagles and flying squirrels. It should be properly noted on the SEPA checklist that the flying squirrel is a State protected species pursuant to WAC 232-12-011.

Notice of Application and Public Comment Opportunity

Finally, I call your attention to the fact that the City's Notice of Application for this project is inaccurate, misleading and biased in the favor of the applicant with respect to the opportunity to influence and inform the City's environmental determination under SEPA.

The notice (both of application and anticipated SEPA determination) provided by the City (see attached) states that if written comment cannot be provided by the March 24th deadline, that it CAN be provided at the April 22nd public hearing.

It is my understanding that the City typically issues its SEPA Determination prior to the public hearing by the City's Hearing Examiner, not after. Further, the City has advertised that no comment period will be provided following the issuance of the planned M-DNS. A SEPA appeal period is provided, but only those who provide comment prior to the SEPA determination are eligible for appeal, per City of Renton code. Thus, anyone who comments before April 22nd, but after the City's SEPA determination, does not actually have the opportunity advertised to provide input on this project in such a way as to inform the City's SEPA determination.

Given the factually misleading information provided within the above referenced Notice of Application for this project on this point, and the mistaken belief now shared by some of my neighbors that they have until April 22nd to comment on SEPA-related issues including those addressed in this letter, I ask that the City seek to validate the procedural integrity of this application by re-posting the comment period for this application, providing clear instructions in the Notice of Application that allow the general public to understand that if they wish to provide comment relative to any of the potential adverse environmental impacts of the project including the City's intended mitigation measures, they **MUST** do so prior to the deadline appurtenant to the City's SEPA Determination.

If you have any questions regarding the comments above, please feel free to contact me at RogerAPaulsen@cs.com.

Sincerely,

Sent Electronically Without Signature to Avoid Delay

Roger Paulsen

Attachment: PDF of Notice of Application



NOTICE OF APPLICATION AND PROPOSED DETERMINATION OF NON-SIGNIFICANCE-MITIGATED (DNS-M)

A Master Application has been filed and accepted with the Department of Community & Economic Development (CED) – Planning Division of the City of Renton. The following briefly describes the application and the necessary Public Approvals.

DATE OF NOTICE OF APPLICATION: March 10, 2014

LAND USE NUMBER: LUA14-000241, ECF, PP

PROJECT NAME: The Enclave at Bridle Ridge

PROJECT DESCRIPTION: Proposed subdivision of a 8.8 acre project site located within the R-4 (Residential 4 dwelling units per acre) zoning designation. The proposal would result in the creation of 31 lots and 2 tracts (Tracts A and B) and a new public street. The proposed lots would range in size from 8,050 square feet to 12,566 square feet. Access to the new lots would be provided via a new public street off of 156th Avenue SE. A lot line adjustment (LUA14-000250) is proposed between tax parcels 1423059057 and 1423059122 which will result in 30,175 square feet of parcel 1423059057 being removed from the proposed subdivision. No critical areas are present on the project site.

PROJECT LOCATION: 14038 156th Ave SE

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE, MITIGATED (DNS-M): As the Lead Agency, the City of Renton has determined that significant environmental impacts are unlikely to result from the proposed project. Therefore, as permitted under the RCW 43.21C.110, the City of Renton is using the Optional DNS-M process to give notice that a DNS-M is likely to be issued. Comment periods for the project and the proposed DNS-M are integrated into a single comment period. There will be no comment period following the issuance of the Threshold Determination of Non-Significance-Mitigated (DNS-M). A 14-day appeal period will follow the issuance of the DNS-M.

PERMIT APPLICATION DATE: February 27, 2014

NOTICE OF COMPLETE APPLICATION: March 10, 2014

APPLICANT/PROJECT CONTACT PERSON: Justin Lagers / PNW Holdings, LLC / 9675 SE 36th Street Suite 105, Mercer Island, WA 98040 / EML: justin@americanclassichomes.com

Permits/Review Requested: Environmental (SEPA) Review, Preliminary Plat Review

Other Permits which may be required: Construction, Building, Fire

Requested Studies: Drainage Report, Geotechnical Report, Traffic Study

Location where application may be reviewed:

Department of Community & Economic Development (CED) – Planning Division, Sixth Floor Renton City Hall, 1055 South Grady Way, Renton, WA 98057

PUBLIC HEARING:

Public hearing is tentatively scheduled for April 22, 2014 before the Renton Hearing Examiner in Renton Council Chambers at 10:00 AM on the 7th floor of Renton City Hall located at 1055 South Grady Way.

If you would like to be made a party of record to receive further information on this proposed project, complete this form and return to: City of Renton, CED – Planning Division, 1055 So. Grady Way, Renton, WA 98057.

Name/File No.: The Enclave at Bridle Ridge/LUA14-000241, ECF, PP

NAME: _____

MAILING ADDRESS: _____ City/State/Zip: _____

TELEPHONE NO.: _____

City of Renton



CONSISTENCY OVERVIEW:

Zoning/Land Use:

The subject site is designated Residential Low Density (COMP-RLD) on the City of Renton Comprehensive Land Use Map and R4 on the City's Zoning Map.

Environmental Documents that Evaluate the Proposed Project:

Environmental (SEPA) Checklist

Development Regulations Used For Project Mitigation:

The project will be subject to the City's SEPA ordinance, RMC 4-2-110 Residential Development and other applicable codes and regulations as appropriate.

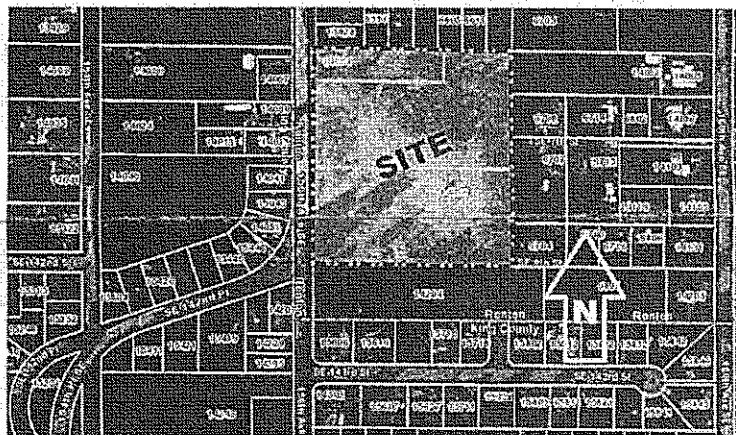
Proposed Mitigation Measures:

The following Mitigation Measures will likely be imposed on the proposed project. These recommended Mitigation Measures address project impacts not covered by existing codes and regulations as cited above.

- *Project construction shall be required to comply with the submitted geotechnical report.*
- *Project construction shall be required to comply with the submitted traffic study.*

Comments on the above application must be submitted in writing to Jill Ding, Senior Planner, CED – Planning Division, 1055 South Grady Way, Renton, WA 98057, by 5:00 PM on March 24, 2014. This matter is also tentatively scheduled for a public hearing on April 22, 2014, at 10:00 AM, Council Chambers, Seventh Floor, Renton City Hall, 1055 South Grady Way, Renton. If you are interested in attending the hearing, please contact the Planning Division to ensure that the hearing has not been rescheduled at (425) 430-6578. If comments cannot be submitted in writing by the date indicated above, you may still appear at the hearing and present your comments on the proposal before the Hearing Examiner. If you have questions about this proposal, or wish to be made a party of record and receive additional information by mail, please contact the project manager. Anyone who submits written comments will automatically become a party of record and will be notified of any decision on this project.

CONTACT PERSON: Jill Ding, Senior Planner; Tel: (425) 430-6598;
Eml: jd Ding@rentonwa.gov



PLEASE INCLUDE THE PROJECT NUMBER WHEN CALLING FOR PROPER FILE IDENTIFICATION

If you would like to be made a party of record to receive further information on this proposed project, complete this form and return to: City of Renton, CED – Planning Division, 1055 So. Grady Way, Renton, WA 98057.

Name/File No.: The Enclave at Bridle Ridge/LUA14-000241, ECF, PP

NAME: _____

MAILING ADDRESS: _____ City/State/Zip: _____

TELEPHONE NO.: _____